

# 78 March 28. LUNENBURG BANKERS AWAY.

The annual spring fishing trip to the banks of the Nova Scotian fishermen, in preparation for which shipbuilding and outfitting has been carried on extensively for the last month, is now about to start. Last week several schooners constituted the advance guard as it were, but now the main body of the fleet is getting under way. Thirty vessels have already cleared from Lunenburg and hundreds of men are busily engaged along the water front of that place fitting the remaining schooners. The marine railway there is taxed to capacity, while flags are flying from the big fish concerns' offices. The names of the vessels that have cleared are:

Hazel L. Hickey Capt. Lemuel Ritcey.  
Douglas Adams, Capt. Wm. Decorsey.  
Falka, Capt. Charles Conrad.  
Benevolence, Capt. Leo Corkum.  
Marion Mosher, Capt. John Mosher.  
Evelyn V. Miller, Capt. Wm. Miller.  
Uda A. Saunders, Capt. Scott Corkum.  
Muriel E. Winters, Capt. Henry Winters.  
Carrie L. Hirtle, Capt. Jas. Hirtle.  
M. M. Gardner, Capt. Newton Backman.  
Beatrice S. Mack, Capt. George Backman.  
Artisan, Capt. John Waters.  
Harry W. Adams, Capt. Daniel Zinch, high-line last year.  
Doris V. Myra, Capt. Clarence Myra.  
Hawanee, Capt. William J. Cook.  
Lewis H. Smith, Capt. Joseph H. Westhaver.  
Jennie E. Ritcey Capt. Arthur Ritcey.  
William C. Smith, Capt. Albert Selig.  
Revenue, Capt. Benjamin Cook.  
Juanita Capt. Wallace Slauenwhite.  
Benjamin C. Smith, Capt. John Corkum.  
Eva June, Capt. Artemas Schnare.  
Alma Nelson, Capt. Alfred Backman.  
Campania, Capt. William Zinch.  
Assurance, Capt. Lameck Knock.  
Lucille B. Creaser, Capt. Arthur Creaser.  
Cecil L. Beck, Capt. Abbot Beck.  
Clintonia, Capt. Emiel C. Mack.  
Henry L. Montague, Capt. Abram Cook. High-line two years ago.  
Acadia, Capt. Charles Knickle.

# March 28. IT WILL HAVE STRONG SUPPORT

WASHINGTON DISPATCH SAYS  
DR. SMITH WILL AID ANTI-  
BEAM TRAWL BILL.

A Washington dispatch of yesterday says: "Richard W. Freeman, secretary of the Gloucester Board of Trade, and Capt. C. C. Young, who are here representing the Gloucester fishing interests in support of Representative Gardner's bill to prohibit beam and otter trawling, spent today visiting government officials and gathering information for their campaign. They were introduced to the President by Representative Gardner and also Assistant Secretary of the Treasury Andrew and Deputy Fish Commissioner Smith.

"The Gloucester fishermen are counting heavily on the support of Deputy Fish Commissioner Smith. He is making a special study of beam trawling and will meet the Gloucester representatives daily during their stay in Washington. When the hearings on Mr. Gardner's bill are held, Dr. Smith will appear in support of it."

# March 29. GAIN THE DESIRED POSTPONEMENT.

Gardner Anti-Beam Trawling

Bill Hearing Comes

In May.

Connolly, With Local  
Committee, States  
the Case Plainly.

James B. Connolly of Boston, author of many stories of the Gloucester fishermen, arrived in Washington yesterday to join the delegation in support of Representative A. P. Gardner's bill to prevent the landing of fish caught by beam or otter trawlers.

With Capt. Young and Mr. Freeman he conferred with several members of the Massachusetts delegation and with Chairman Alexander of the Committee on Merchant Marine and Fisheries, to which Mr. Gardner's bill has been referred.

After luncheon with Mr. Gardner, Mr. Connolly, Capt. Young and Mr. Freeman talked with Representative Peters and Curley. Later Representative Murray took them to the Committee on Merchant Marine and Fisheries and introduced them to Representative Alexander. There they found that the hearing on the Gardner bill, which had been set for April 25, had been postponed until late in May. This was good news to the Gloucester delegation, as its members wish time to prepare themselves.

## Campaign Of Education.

"We are here for the purpose of beginning a campaign of education," said Mr. Connolly. "There are probably not half a dozen men in the House outside of those who represent fishing districts, who know what a beam trawl is. We feel confident that when they

become familiar with the facts in the case they will readily appreciate the merit of Mr. Gardner's bill.

"This beam trawl, which is dragged along the bottom of the ocean, is a most destructive agent. It scrapes the bottom, leaving a bare surface to which fish will not afterward resort.

"Besides the material damage to American fishing interests the steam trawlers, if they are allowed to continue, are certain to drive from the sea the present fine type of deep-sea fishermen. Another thing, the present sailing men work on shares—that is, it is a purely co-operative business—there is a no wage system. The steam trawling crews get wages. There is a small percentage which the steamer crews receive in addition, but it is so small that it requires an extraordinary catch to make it worth while.

"On steam trawlers the crew does not have to go into dories, and the result is that instead of real fishermen their crews are being made up of men who need know nothing of the sea. They are merely landmen afloat, but these landmen all profit by the resources and daring of the real fishermen, for the steamer crews do not seek out new grounds or even new places to set. By their methods the steam trawlers also destroy so many fish which are too small for market that the waste is criminal. They also destroy much of the sailing schooners' gear, and this must be paid for by the fishermen themselves."

## March 29.

### New Fishing Craft Measured.

The new sch. Mary, built at Story's yard, Essex, measures 113.8 feet long, 25.7 feet beam, 12 feet deep and registers 140 tons gross and 93 tons net.

The new sch. Ellen and Mary, a sister craft, built at Tarr & James' yard, measures 109.7 feet long, 25.5 feet beam, 12.2 feet in depth and registers 142 tons gross and 97 tons net.

### Safer Afloat Than Ashore.

The Erie "Herald" says facts and figures bear out the seaman's feeling that he is safer afloat than ashore, and adds that during the past year 473,531,305 passengers were carried by steam vessels, with only 74 deaths, while railroad statistics compare most unfavorably with those figures.

# Mar. 29. MANY MARKET BOATS ARE IN.

SOME FISH AT T WHARF TODAY  
WILL GO TO THE  
SPLITTERS.

Arrivals at T wharf since yesterday morning, comprise 21 arrivals, the fleet with the exception of five from off shore, being from the shore.

Sch. Jorgipa brought in 120,000 pounds, but disposed of only a part of her trip, bringing 70,000 pounds to Gloucester. Other arrivals are schs. Esperanto, 76,000 pounds; Georgianna, 95,000 pounds; all from yesterday. Frances S. Grueby, 77,000 pounds and steamer Spray, 42,000 pounds.

Haddock was quoted at \$1.85 to \$3.50, a hundred weight, large cod \$3 to \$4.25, market cod, \$2 to \$3.35 and cusk \$2.

### Boston Arrivals.

The receipts and prices in detail are:

Sch. Esperanto, 40,000 haddock, 36,000 cod.

Sch. Jorgina, 70,000 haddock, 50,000 cod.

Sch. Mary Emerson 800 cod.

Sch. Georgianna, 400 cod.

Sch. Laura Enos, 400 cod.

Sch. Georgianna, 40,000 haddock, 45,000 cod.

Sch. Lillian, 400 cod.

Sch. Marion, 1000 cod.

Sch. Flaviola, 10,000 haddock, 1500 cod, 1500 cusk.

Sch. Valentinna, 8000 haddock, 500 cod.

Sch. Esther Gray, 4000 haddock, 800 cod, 1300 pollock.

Sch. Emily Sears, 1500 haddock, \$100 cod.

Sch. Magnolia, 1700 haddock, 300 cod.

Sch. Priscilla, 6000 haddock, 6500 cod.

Sch. Frances S. Grueby, 50,000 haddock, 27,000 cod.

Str. Spray, 37,000 haddock, 5000 cod.

Sch. Stranger, 14,000 haddock, 2600 cod.

Sch. Thomas J. Carroll, 8000 haddock, 1000 cod.

Sch. Matchless, 23,000 haddock, 4000 cod.

Sch. Mary DeCosta, 8000 haddock, 2000 cod, 1000 hake.

Sch. Yankee, 12,000 haddock, 1000 cod. Haddock, \$1.85 to \$3.50 per cwt.; large cod, \$3 to \$4.25; market cod, \$2 to \$3.35; cusk, \$2.

# A PORTLAND CAPTAIN LOST.

Struck by the main boom as it swung around, Capt. Edward H. Robertson of the sch. A. P. Parkhurst, was knocked overboard and drowned late Wednesday afternoon, while about 10 miles south of the Cape Elizabeth lightship.

The two members of the crew, Nicholas Brien and Harry W. Gallant, were out in a dory setting their trawls, and hearing the cry of the captain as he went overboard, Brien, who was nearest the vessel, rowed to it. By the time he got there Capt. Robertson had drowned, though his body was kept afloat by the heavy suit of oil skin.

Brien held up the body for nearly an hour before Gallant arrived, and during this time the craft drifted out to sea, it being necessary to go four miles before she was overtaken. The fishing sch. Albert W. Black came to the rescue and brought the captain's body to port.

### Value Of the Fisheries.

Discussing from a money-making viewpoint the operations of certain large fishing concerns, the New York "Wall Street Journal" of last week says: "The 1910 and 1911 balance sheets of some of the principal fishery companies exhibit such gratifying returns as to invite some sort of comprehensive view of the great industry in which they are engaged. Our own country leads with a grand total of \$54,000,000, followed by Great Britain with \$46,000,000, and Russia a good third, with \$36,000,000."

### Milwaukee Fisheries.

According to the fisheries report of Wisconsin, Milwaukee ranks second in the value of fish caught in the State during the past year, and third in point of weight of fish received. The total amount caught and landed in Milwaukee was 1,535,525 pounds, valued at \$100,619. Sturgeon Bay has a total of 3,160,300 pounds, valued at \$97,959.

# Mar. 29. AN ODE TO THE MODEST CLAM.

OLD POEM RECALLED BY RECENT  
STRENUOUS ATTEMPT ON  
LEASE LAWS.

To the Editor of the Times:—Owing to the strenuous work of the legislature in committee hearings and action on the clam question of the north shore, this effusion of John S. Adams of Dorchester, published in the Boston Journal in 1891 will probably be of interest to many readers.

WARD SIX.

### THE CLAM.

A long farewell to the turtle dove,  
Good by to the gentle lamb,  
A nobler theme this bard inspires,  
I sing of the modest clam.

For a clam is a party who bides his time,  
Each day he is growing fatter,  
Preparing himself to be eaten raw,  
Or fried in crumbs or batter.

Men hazard their lives for the bauble  
fame,

And die on the field of glory,  
But a clam is a hero, all the same,  
Though he does not get so gory.  
Clams are too wise to seek renown,  
Or like men to be food for powder,  
A clam is a treasure boiled or stewed  
And by no means had in a chowder.

Men sneak around with axes to grind,  
Saving the state and nation,  
But strictly to business the clam at-  
tends

In a less exalted station.  
Clams never move out of town in the  
spring

To secure a tax abatement,  
No clam was ever involved in debt,—  
And obliged to "make a statement."

Men scorch their throats with eight  
rod rum,

And guzzle rifle whiskey.  
But a clam prefers a cold water  
straight,

It isn't near as risky.  
A clam's a worthy position indeed,  
And worthily does he fill it.

No clam ever brained a man with an  
axe,  
Or closed him out with a skillet.

Men sometimes blow out their brains  
for love,

And are buried the daisies under,  
But was ever a clam seen moping  
around

With a broken heart, I wonder?  
No, his home is down in the mud, it  
is true,

And his chances are slim for in-  
struction,  
But his blood is cool and his heart  
is light

And he lives, I am told, by suction

The silver sharp wears a nail-keg hat  
And the tallest kind of a collar.

But did ever a clam pay you eighty  
cents

When he owed you an honest dollar?  
Did ever a clam steal a freeman's vote  
At a loaded shot-gun's muzzle?

Why this mighty nation spares these  
chaps  
Is the queerest kind of a puzzle.

Then hurrah for the clam—if we all  
behave

As well as this worthy shell-fish,  
We, ladies and gentlemen, boys and  
girls,

Shall never be proud or selfish.  
No man will swagger, get drunk or  
fight,

No woman will be a slattern,  
And gossip around in slip-shod shoes  
So take the clam for a pattern.

## Mar. 29.

### Caught On Quickly.

When the Cabots returned from their voyage of discovery in 1497 they informed the English of the abundance of fish in the seas around Labrador and Newfoundland. In 1517, just 20 years after the Cabots' announcement, mariners made their first voyage from England in quest of sea food in the deep North American waters.

### Was Famous Clam Digger.

George Fred Gifford, who at one time claimed the title as champion clam digger, died at his home in Dartmouth, Mass., recently, at the age of 74. A conservative estimate of the amount of clams dug by the venerable hoe and rake wielder is about 50,000 bushels.



March 29.

# ONLY FOURTEEN DAYS ON TRIP.

SCH. ELK WAS BACK YESTERDAY AFTERNOON WITH A SNUG FARE.

Sch. Elk, Capt. Charles Colson, arrived from Georges yesterday afternoon with a nice trip, hailing for 50,000 weight of fresh fish, 10,000 pounds salt cod and 4000 pounds of fresh halibut.

Capt. Colson fitted for a fresh halibuting trip, but struck nice cod fishing on the northern end of Georges, and secured a good catch, being out only 14 days.

Sch. Jorgina from Boston, brought down 70,000 pounds of fresh fish, left over from yesterday.

Good fortune smiled upon the little fleet of gill netters yesterday, all the crafts being out and secured about 90,000 pounds among them. The fish were iced and shipped by the boat to the Boston market.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Steamer Ibsen, gill netting, 2500 lbs. fresh fish.  
Steamer Alice, gill netting, 2000 lbs. fresh fish.  
Steamer Quoddy, gill netting, 12,000 lbs. fresh fish.  
Steamer Eagle gill netting, 3000 lbs. fresh fish.  
Steamer Naomi Bruce, gill netting, 6000 lbs. fresh fish.  
Steamer Mindora, gill netting, 3500 lbs. fresh fish.  
Steamer Rough Rider gill netting, 4000 lbs. fresh fish.  
Steamer Margaret D., gill netting, 5000 lbs. fresh fish.  
Steamer F. S. Willard, gill netting, 10,000 lbs. fresh fish.  
Steamer Prince Olaf, gill netting, 2500 lbs. fresh fish.  
Steamer Nomad, gill netting, 10,000 lbs. fresh fish.  
Steamer Enterprise, gill netting, 8000 lbs. fresh fish.  
Steamer Bethulia, gill netting, 8800 lbs. fresh fish.  
Steamer Venture, gill netting, 3500 lbs. fresh fish.  
Steamer Hope, gill netting, 3800 lbs. fresh fish.  
Steamer Geisha, gill netting, 8000 lbs. fresh fish.  
Sch. Elk, Georges, 50,000 lbs. fresh fish, 10,000 lbs. salt cod, 4000 lbs. halibut.  
Sch. Jorgina, via Boston 70,000 lbs. fresh fish.  
Sch. Catherine D. Enos, shore.  
Sch. Edith Silveria, shore.

## Vessels Sailed.

Sch. Belbira P. Domingoes, haddocking.  
Sch. Muiel, haddocking.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25.  
Haddock, \$1.50.  
Pollock, \$1.50.  
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.  
Hake, \$1.50.

### Fresh Fish.

Haddock 80c per cwt.  
Peak cod, large, \$1.85; medium, \$1.70; snappers, 75c.  
Western cod, large, \$2.10; mediums, \$1.75 snappers 75c.  
All codfish not gilled, 10 cts. per 100 pounds less than the above.  
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.  
Bank halibut, 15c per lb., for white and 11c for gray.

### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.  
Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.  
Shore frozen herring, \$2 to \$3 per bbl.  
Frozen squid, \$3.75 per cwt.

Mar. 29.

## To Be Three Times As Large.

The big storage and freezing plant which was completed last season at Ketchikan, Alaska, by the New England Fish Co., of Boston, at a cost of \$250,000, is to be enlarged to three times its present capacity. The plant is already the largest of its kind in the North Pacific.

March 29.

# PACIFIC COD CRAFT FITTING.

There is further indication of more than usual activity in Anacortes this season in the fact that Capt. Matheson has made arrangements to send two vessels to the cod fish banks this year and he is already outfitting them at Seattle, from which port they will sail in time to be on the banks by the opening of the season, says the Anacortes American. Monday of last week the Fanny Dutar was taken from her berth alongside the Matheson plant and taken to Seattle. Capt. Matheson went down Tuesday morning and will remain in Seattle a considerable portion of the time from now on until the two vessels have been floated.

Last year there were but three cod fish vessels from Anacortes on the cod fish banks. The Robinson Fisheries company had two and Capt. Matheson one. However, these were unusually successful and made record catches, and there is no reason why they should not take at least an equal number of fish this year.

Anacortes, naturally, will benefit more this season than last from the cod fish industry as the Robinson Fisheries company will have a new plant ready to handle the catch and this will mean the employment of many additional people as well as swell the tonnage handled from this city both by rail and water. This new establishment will mean new business in many ways and is certainly a valuable addition to the many plants which are contributing to the marked prosperity of Anacortes at the present time.

## WHERE SHARKS ARE LAZY.

### Pacific Divers Just Quietly Slips Noose Over Their Tails.

The island of Aitutaki, one of the Hervey group, in the Pacific, is surrounded by islets underneath which are submarine caverns, the homes of sharks. These sharks, which are about six feet long, are esteemed a delicacy, and the natives catch them with nooses. The fisherman dives to the bottom, carrying with him a strong cord tied into a slip knot. He expects to find two or three sharks at home, well satisfied and drowsy after feeding in the lagoon, with their tails toward the entrance. Selecting the largest, the diver adroitly adjusts a noose over the tail, taking care it hangs loosely. If he has another noose he secures a second shark. The shark catcher now, with one bound on the white, sandy bottom, rises to the surface in order to assist his friends in hauling up the fish. The astounded shark suddenly finds itself ascending tail first to the surface, when a smart blow from an axe between the eyes or on the tail ends its career.

## Portland Fish Notes.

The fishing arrivals at Portland Wednesday were: Katie L. Palmer, 2500; Albert W. Black, 3500; Albert D. Willard, 3000; Carrie and Mildred, 2000; Alice, 1500; Lochinvar, 42,000; Angie B. Watson 5000; Fannie Hayden, 2000; A. P. Parkhurst 1500; Gladys, 3500.

When the fishing sch. Katie L. Palmer arrived at Portland Wednesday, she completed the last trip she will make for some time as she will be hauled off. Capt. George Robinson, her commander, will go small boat fishing. The sch. Albert D. Willard has also been hauled up for the present. Her skipper, Capt. Frank Doughty, will return to his home on Bailey's island for the present, but will resume fishing about June 1.

With the fish growing scarcer and scarcer as the days go by the fishermen of Portland are hoping that there will be plenty of hake in the waters of Maine when it is time for these fish to put in an appearance.

Capt. Reed of the fishing steamer Eltheier has become discouraged over the prospects of getting pollock around Portland so he has gone with his steamer back to Boothbay. He will wait there until there are some sure signs of hake and then he will again go out.

## Right Up-To-Date.

A recent departure in the fishing industry in Sweden is the installation of wireless telegraphy on a motor boat accompanying the fishing fleet for the purpose of reporting daily, through the wireless telegraph station at Gothenburg, the herring catch.

March 29.

## Enos Was All Right.

There was a short-lived rumor down at T wharf yesterday, that the new knockabout sch. Francis S. Grueby had met with disaster at sea, for, while many at the fish pier were discussing one report that her gasoline tank had exploded, the trim vessel was discovered through a glass making her way up the harbor. Capt. Enos Nickerson and his crew were amazed to learn what was being said about his craft. She was a couple of days late, but the bad weather hadn't interfered with the catch of over 75,000 pounds of fish.

Mar. 30.

# NOT MUCH FISH FOR WEEK-END.

## ONE OFF SHORE AND NINE MARKET BOATS AT T WHARF. TODAY.

The week ends rather quietly at T wharf, one off shore and nine shore crafts having arrived since yesterday.

Sch. Manhasset has a nice trip, hailing for 40,000 haddock and 40,000 cod. The shore boat fares ranged from 400 to 18,000 pounds.

Haddock sold at \$2 to \$3.25 a hundred weight; large cod, \$4 to \$5.50; market cod, \$2 to \$3.50; pollock, \$3.50 to \$4. and cusk \$3.

## Boston Arrivals.

The fares and prices in detail are:  
Sch. Annie and Jennie, 5500 haddock, 2500 cod.  
Sch. Manhasset, 40,000 haddock, 40,000 cod.  
Sch. Rose Standish, 7000 haddock, 1500 cod, 100 hake, 1000 cusk.  
Sch. Clara G. Silva, 4500 haddock, 2000 cod, 8000 hake, 500 pollock.  
Sch. Azorean, 3000 haddock, 7000 cod, 4000 cusk.  
Sch. Rose Cabral, 11,000 haddock, 1000 cod, 500 hake.  
Sch. Mary E. Santos, 16,000 haddock, 2600 cod.  
Sch. William A. Morse, 14,000 haddock, 17,000 cod.  
Sch. Laura Enos, 400 cod.  
Sch. Marion, 800 cod.  
Haddock, \$2 to \$3.25 per cwt.; large cod, \$4 to \$5.50; market cod, \$2 to \$3.50; pollock, \$3.50 to \$4; cusk, \$3.

## Fishing Fleet Movements.

Schs. Margaret Dillon and Virginia were at Liverpool, N. S., Wednesday last and cleared for fishing.  
Sch. Helen B Thomas arrived at Halifax Wednesday last.  
Schs. Teazer, Margaret and Evelyn L. Thompson were at Sandy Point, N. S. recently.

## Booth Fisheries Earnings.

Booth Fisheries earnings for the current year will pass all previous records, profits before deductions equaling 20 per cent. on common. The company has wiped out all its floating debt and has \$2,900,000 cash free to be used in extension and development of business.

Mar. 30.

## Wreck Of Sch. Patrician Sold.

The remnants of the wreck of sch. Patrician have been sold for the benefit of the underwriters. The salvage consisted of the spars, chain, hawser and several dories. The principal buyer was John Thorburn of Sandy Point. The hawser, which was a new one, but badly chafed, sold for \$26. The dories sold for \$5 each. The wreck was one of the most complete for some years.

## Gone to Fortress Monroe.

Charles W. Powers of this city has been summoned by the George T. Moon Company to proceed at once to Fortress Monroe to look after the interests of that company in the mackerel business. All who are acquainted with the untiring energy of "Powers" know that this means business.

## Fish Fares at Newburyport.

The Consumers' Fresh Fish Company of Newburyport received 500 pounds of large cod from the boat Geraldine of Rockport, Wednesday, and the day previous 1500 pounds from the Geraldine and Columbia, also of Rockport.

## Will Go Pollocking.

Sch. Shenandoah will fit for pollock-seining under command of Capt. James C. Gannon.

Mar. 30.

# ONLY PART OF FLEET WAS OUT.

## SEVERAL OF THE GILL NETTERS MADE FINE HAULS OF HADDOCK.

Only 11 of the gill netters got underway yesterday on account of the rain and threatening weather of the morning, consequently the catch of the fleet was not up to the two preceding days, although nearly 60,000 pounds in all was landed.

The steamer Margaret D. led the fleet with 15,000 pounds, one of the best catches of the season, mostly haddock. Steamer Enterprise also had a nice trip, boxing up 9000 pounds, while the Nomad and Geisha had 8500 weight each and the Naomi Bruce, 6000 pounds.

Sch. Esperanto came down from Boston with about 10,000 pounds of fresh fish, left over from yesterday.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Steamer Ibsen, gill netting, 1500 lbs. fresh fish.  
Steamer Quoddy, gill netting, 4000 lbs. fresh fish.  
Steamer Eagle, gill netting, 1000 lbs. fresh fish.  
Steamer Naomi Bruce, gill netting, 6000 lbs. fresh fish.  
Steamer Rough Rider, gill netting, 1800 lbs. fresh fish.  
Steamer Margaret D., gill netting, 15,000 lbs. fresh fish.  
Steamer F. S. Willard, gill netting, 1500 lbs. fresh fish.  
Steamer Nomad, gill netting, 8500 lbs. fresh fish.  
Steamer Enterprise, gill netting, 9000 lbs. fresh fish.  
Steamer Bethulia, gill netting, 3500 lbs. fresh fish.  
Steamer Geisha, gill netting, 8500 lbs. fresh fish.  
Sch. Esperanto, via Boston, 10,000 lbs. fresh fish.

## Vessels Sailed

Sch. Edith Silveria, haddocking.  
Sch. Mabel D. Hines, salt bank trawling.  
Sch. Athlete, dory handlining.  
Sch. Kineo, halibuting.  
Sch. Mertis H. Perry, halibuting.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25.  
Haddock, \$1.50.  
Pollock, \$1.50.  
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.  
Hake, \$1.50.

### Fresh Fish.

Haddock 80c per cwt.  
Peak cod, large, \$1.85; medium, \$1.70; snappers, 75c.  
Western cod, large, \$2.10; mediums, \$1.75 snappers 75c.  
All codfish not gilled, 10 cts. per 100 pounds less than the above.  
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.  
Bank halibut, 15c per lb., for white and 11c for gray.

### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.  
Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.  
Shore frozen herring, \$2 to \$3 per bbl.  
Frozen squid, \$3.75 per cwt.

Mar. 30.

## Salt Banker Away.

Sch. Mabel D. Hines, Capt. Stanley Hines sailed this forenoon on a salt bank trawling trip.

## First Dory Handliner

Sch. Athlete, Capt. Thomas Benham, the first of the dory handline fleet to get away, sailed this morning.

Mar. 30.

## Where Ocean Is Deepest.

What is said to be the greatest ocean depth officially recorded is at Nero Deep, in the northern Pacific ocean, 5269 fathoms, 31,614 feet, or just a few feet short of six miles deep.